

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:

MARK YAMAZAKI et al.

Serial No.: 10/711,499

Filed: September 22, 2004

For: METHOD FOR CONTROLLING CHARGING OF A POWER SOURCE OF A
HYBRID VEHICLE

Group Art Unit: 2838

Examiner: Aaron C. Pigush

Attorney Docket No.: 81102778 (FMC 1781 PUS)

APPEAL BRIEF UNDER 37 C.F.R. § 41.37

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Alexandria, VA 22313-1450

Sir:

This is an Appeal Brief from the final rejection of claims 1-20 of the Office Action mailed on December 17, 2007 for the above-identified patent application.

I. REAL PARTY IN INTEREST

The real party in interest is Ford Global Technologies, LLC ("Assignee"), a corporation organized and existing under the laws of the state of Michigan, and having a place of business at One Parklane Boulevard, Suite 600, Parklane Towers East, Dearborn, Michigan 48126, as set forth in the assignment recorded in the U.S. Patent and Trademark Office on September 22, 2004 at Reel 015158/Frame 0862.

II. RELATED APPEALS AND INTERFERENCES

There are no appeals or interferences known to the Appellant, the Appellant's legal representative, or the Assignee which will directly affect or be directly affected by or have a bearing on the Board's decision in the pending appeal.

III. STATUS OF CLAIMS

Claims 1-20 are pending in this application. Claims 1-20 have been rejected and are the subject of this appeal.

IV. STATUS OF AMENDMENTS

All amendments previously filed in this application have been entered. No amendment was filed after the final rejection.

V. SUMMARY OF CLAIMED SUBJECT MATTER

The invention relates to a method of controlling charging of a power source of a hybrid vehicle. The hybrid vehicle (10) has a set of power sources, including a primary power source (18) and at least one secondary power source (20), and an electrical machine (22) adapted to be driven by at least one member of the set of power sources. The method includes the steps of determining a maximum output torque level ($\text{Torque}_{\text{MAX}}$) of the primary power source (104), determining a state of charge of the secondary power source (108, 110), determining a charge torque modifier value ($\text{Torque}_{\text{MOD}}$) based on the maximum output torque level and the state of charge (108, 110, 112, 114, 116), determining a target torque level for the electrical machine based on the charge torque modifier value (118), and driving the electrical machine at the target torque level with the primary power source to charge the secondary power source (120). (See claim 1, Figures 1, 2A, and 2B, and paragraphs 0023-0030 and 0039-0053.)

Another expression of the invention also relates to a method for controlling charging of a power source of a hybrid electric vehicle. The hybrid electric vehicle (10) includes

a power source (20), an engine (18), and an electrical machine (22) selectively coupled to the engine and adapted to charge the power source. The method comprises the steps of determining whether the engine is running (100), determining whether the electrical machine is being driven by the engine and is charging the power source (100), determining a maximum output torque level ($Torque_{MAX}$) of the engine (104), comparing a state of charge of the power source to a threshold value (110), selecting an adjustment value based on an amount of torque available to charge the power source (112, 114), calculating a charge torque modifier value ($Torque_{MOD}$) based on the adjustment value (116), determining a target torque level for the electrical machine based on the charge torque modifier value (118), and driving the electrical machine at the target torque level with the engine to charge the power source (120). The charge torque modifier value is a constant when the state of charge is less than the threshold value and decreases as the state of charge increases when the state of charge is greater than the threshold value. (See claim 13, Figures 1-4, and paragraphs 0023-0030 and 0038-0053.)

Another expression of the invention also relates to a method for controlling charging of a power source of a hybrid electric vehicle. The hybrid electric vehicle (10) comprises a primary power source (18), a secondary power source (20), an electrical machine (22) adapted to be driven by the primary or secondary power sources, and an accelerator pedal. The method comprises the steps of determining a maximum output torque level ($Torque_{MAX}$) of the primary power source (104), determining a state of charge of the secondary power source (110), comparing the state of charge to a threshold value (110), selecting an adjustment value (112, 114), determining a charge torque modifier value ($Torque_{MOD}$) based on the adjustment value and an actual output torque of the primary power source expressed as a percentage of the maximum output torque level (106, 108, 116), determining a target torque level for the electrical machine based on the charge torque modifier value (118), and driving the electrical machine at the target torque level with the primary power source to charge the secondary power source (120). The target torque level decreases linearly as the output torque of the primary power source increases to provide a consistent level of vehicle acceleration as the accelerator pedal is actuated

when the state of charge exceeds a threshold value (Figure 3). (See claim 17, Figures 1-4, and paragraphs 0023-0030 and 0038-0062.)

VI. GROUNDS OF REJECTION TO BE REVIEWED ON APPEAL

Claims 1-7 and 9-15 stand rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,960,152 issued to Aoki et al.

Claims 8 and 16-20 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 6,960,152 issued to Aoki et al.

VII. ARGUMENT

A. Claims 1-7 and 9-15 Are Patentable Under 35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152

U.S. Patent No. 6,960,152 issued to Aoki et al. (hereinafter "Aoki '152") does not anticipate claims 1-7 and 9-15 as discussed below. Anticipation is established only when a single prior art reference discloses, expressly or under the principles of inherency, each and every element of a claimed invention. *RCA Corp. v. Applied Digital Data Sys., Inc.*, 730 F.2d 1440, 1444, 221 USPQ 385, 388 (Fed. Cir. 1984). In other words, there must be no difference between the claimed invention and the reference disclosure, as viewed by a person of ordinary skill in the field of the invention. *Scripps Clinic & Research Found. v. Genentech Inc.*, 927 F.2d 1565, 1576, 18 USPQ2d 1001, 1010 (Fed. Cir. 1991). Accordingly, "the identical invention must be shown in as complete detail as is contained in the ... claim." *Richardson v. Suzuki Motor Co.*, 868 F.2d 1226, 1236, 9 USPQ2d 1913, 1920 (Fed. Cir. 1989). In addition, "the elements must be arranged as required by the claim." *In re Bond*, 910 F.2d 831 15, USPQ2d 1566 (Fed. Cir. 1990).

If the prior art reference does not expressly set forth a particular element of the claim, that reference still may anticipate if that element is "inherent" in its disclosure. To establish inherency, the extrinsic evidence must make clear that the missing descriptive matter is necessarily present in the thing described in the reference, and that it would be so recognized by persons of ordinary skill. Inherency, however, may not be established by probabilities or possibilities. The mere fact that a certain thing may result from a given set of circumstances is not sufficient. *In re Robertson*, 169 F.3d 743, 745, 49 USPQ2d 1949, 1950-51 (Fed. Cir. 1999).

Claim 1 recites a method of controlling charging of a power source of a hybrid vehicle. The hybrid vehicle comprises a set of power sources including a primary power source and at least one secondary power source, and an electrical machine adapted to be driven by at least one member of the set of power sources. The method includes the steps of determining a maximum output torque level of the primary power source, determining a state of charge of the secondary power source, determining a charge torque modifier value based on the maximum output torque level and the state of charge, determining a target torque level for the electrical machine based on the charge torque modifier value, and driving the electrical machine at the target torque level with the primary power source to charge the secondary power source.

At the outset, Applicants note that the Examiner did not point with particularity to any portion of Aoki '152 as being a maximum output torque level, a charge torque modifier value, or a target torque level as recited in claim 1. Rather, the Examiner generically referenced multiple paragraphs of Aoki '152 and its figures without identifying specific claim elements. For example, there are 31 different variables and operation states recited in column 11, lines 15-64, which the Examiner cited in reference to a charge torque modifier value as well as other claim elements (see final Office Action, pages 2-3). These omissions leave questions as to how limitations in the claims correspond to features in the prior art. Applicants therefore invoke the requirements of MPEP §1207.02, which requires that the Examiner's Answer point out where all

of the specific limitations recited in the rejected claims are found in the prior art relied upon in the rejection.

A prima facie case has not been established for the rejection of claim 1 and its dependent claims for the following reasons.

First, Aoki '152 does not disclose "determining a maximum output torque level of the primary power source." In the Office Action the Examiner pointed to column 11, lines 32-49, column 22, lines 29-47 and Figure 12 for support (see final Office Action, page 2). Column 11, lines 32-49 discloses "engine torque TE1 to TE3" but does not disclose that any of these values are maximum output torque levels. Indeed, TE1-TE3 are merely engine torque values that correspond to "engine rotational speeds NE1 to NE3" (see column 11 lines 43-46). Similarly, Figure 12 does not disclose a maximum output torque level. Instead, Figure 12 merely illustrates "an engine target operation state map" (see column 10, line 26). This map includes "curve L where the engine 11 reaches maximum engine efficiency" (column 22, lines 29-47). Maximum engine efficiency is not maximum output torque. In summary, Aoki '152 does not disclose any value that is a maximum output torque level as recited in claim 1.

Second, Aoki '152 does not disclose "determining a state of charge of the secondary power source" in relation to controlling charging a power source of a hybrid vehicle. In the Office Action the Examiner pointed to column 8, lines 35-38 for support. Column 8, lines 35-38 discloses "a battery remaining charge SOC" but does not employ it in controlling charging of a power source. Instead, Aoki '152 discloses that battery remaining charge is ultimately used as an input in a vehicle requirement output PO calculation, which again is used to determine an operation point of an engine along "curve L where the engine 11 reaches maximum engine efficiency" (see column 11, lines 23-28 and 32-43). Thus, Aoki '152 completely fails to relate state of charge to controlling charging of any power source.

Third, Aoki '152 does not disclose "determining a charge torque modifier value based on the maximum output torque level and the state of charge." Indeed, Aoki '152 is silent regarding this claim limitation. Moreover, the multiple portions of Aoki '152 referenced by the Examiner do not disclose or remotely suggest this claim limitation or any relationship to the controlling charging of any power source. Column 2, lines 19-36 discloses "a motor that compensates for an excessive or a deficient amount of engine torque" but does not disclose any value, let alone a charge torque modifier value, that is based on a maximum output torque level [of a primary power source] and a state of charge [of a secondary power source]. Column 11, lines 15-64 discloses "calculating a vehicle requirement output PO" by "adding the driver requirement output PD and the battery charge/discharge requirement output PB" (column 11, lines 27-30). None of these outputs is based on a maximum output torque level and a state of charge. Instead, the driver requirement output PD is calculated by "multiplying the vehicle requirement torque TO*" that is "preset to correspond with the accelerator pedal position AP, the brake pedal position BP, and the vehicle speed V" by the vehicle speed V" (see column 10, lines 56-59 and column 11, lines 11-12). Similarly, the battery charge/discharge requirement output PB is "based on the battery remaining charge SOC" (column 11, lines 19-22) but is not based on a maximum output torque level. Column 22, lines 39-59 discloses engine target torque TE*, engine torque TE, vehicle requirement torque TO*, and drive motor torque TM; however, there is no disclosure of a maximum output torque level, a state of charge, or any determination based thereon. Column 24, lines 38-55 discloses a drive motor target torque TM*, engine torque TE, and vehicle requirement torque TO*; however, there is no disclosure of a maximum output torque level, a state of charge, or any determination based thereon. In other words, none of the passages cited by the Examiner relate to a method of controlling charging of a power source of a hybrid vehicle. Thus, Aoki '152 completely fails to disclose this claim limitation.

Fourth, since there is no disclosure of a charge torque modifier value as discussed above, it logically follows that can be no disclosure of "determining a target torque level for the electrical machine based on the charge torque modifier value" or "driving the electrical machine

at the target torque level with the primary power source to charge the secondary power source" as recited in claim 1. Moreover, the passages cited by the Examiner simply do not disclose or remotely suggest these claim limitations.

In summary, there is no disclosure in Aoki '152 of any steps of claim 1. Thus, a *prima facie* case has not been established and the rejection of claim 1 must be withdrawn. Since claims 2-7 depend on claim 1, the rejection of these claims must be withdrawn for the same reasons.

A *prima facie* case has not been established for the rejection of claim 13. Claim 13 recites a method of controlling charging of a power source of a hybrid vehicle. The method comprises "determining whether the engine is running; determining whether the electrical machine is being driven by the engine and is charging the power source; determining a maximum output torque level of the engine; comparing a state of charge of the power source to a threshold value; selecting an adjustment value based on an amount of torque available to charge the power source; calculating a charge torque modifier value based on the adjustment value; determining a target torque level for the electrical machine based on the charge torque modifier value; and driving the electrical machine at the target torque level with the engine to charge the power source; wherein the charge torque modifier value is a constant if the state of charge is less than the threshold value and the charge torque modifier value decreases as the state of charge increases if the state of charge is greater than the threshold value."

At the outset, Applicants note that the Examiner did not point with particularity to any portion of Aoki '152 as being a maximum output torque level, a threshold value, an adjustment value, a charge torque modifier value, or a target torque level as recited in claim 13. Rather, the Examiner generically referenced multiple paragraphs of Aoki '152 and its figures without identifying specific claim elements. These omissions leave questions as to how limitations in the claims correspond to features in the prior art. Applicants therefore invoke the

requirements of MPEP §1207.02, which requires that the Examiner's Answer point out where all of the specific limitations recited in the rejected claims are found in the prior art relied upon in the rejection.

In the final Office Action, the Examiner merely referenced the arguments presented for claims 1-7 to support for the rejection of claim 13 (see final Office Action, page 4). Therefore, the arguments presented above are also applicable to any identical limitations in claim 13.

In addition, claim 13 contains many limitations that are not recited in claims 1-7 and were not properly addressed by the Examiner in the final Office Action. For example claims 1-7 (and the Examiner's arguments) do not the specific claim limitations of "selecting an adjustment value based on an amount of torque available to charge the power source" or "calculating a charge torque modifier value based on the adjustment value" or that the charge torque modifier value is a constant if the state of charge is less than the threshold value and the charge torque modifier value decreases as the state of charge increases if the state of charge is greater than the threshold value. Moreover, Aoki' 152 does not disclose any of these claim limitations.

For these reasons, a *prima facie* case has not been established for the rejection of claim 13 and this rejection must be withdrawn. Since claims 14 and 15 depend on claim 13, the rejection of these claims must be withdrawn for the same reasons.

**1. Claim 2 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 2. Claim 2 recites that "the step of determining the maximum output torque level further includes determining whether the primary power source is providing output torque." Aoki '152 does not

disclose the limitations of claim 2. As previously discussed, Aoki '152 does not even disclose a maximum output torque level of a primary power source. Therefore, it cannot logically disclose additional limitations associated with determining a maximum output torque level. Moreover, the passage cited by the Examiner discloses "driver motor maximum torque T_{Mmax} " which relates to drive motor 25, and not a primary power source. Applicants further note that drive motor 25 cannot properly be considered a power source in accordance with the preamble of claim 1. For these reasons, a *prima facie* case has not been established and this rejection must be withdrawn.

**2. Claim 3 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 3. Claim 3 recites that "the step of determining the charge torque modifier value further comprises comparing a state of charge of the secondary power source to a threshold value and selecting a first adjustment value if the state of charge is less than the threshold value and selecting a second adjustment value if the state of charge is not less than the threshold value."

The Examiner did not point with particularity to any portion of Aoki '152 as being a first adjustment value, a second adjustment value, or a threshold value. These omissions leave questions as to how limitations in the claims correspond to features in the prior art. Applicants therefore invoke the requirements of MPEP §1207.02, which requires that the Examiner's Answer point out where all of the specific limitations recited in the rejected claims are found in the prior art relied upon in the rejection.

Aoki '152 does not disclose any of the limitations of claim 3. For example, Aoki '152 is silent regarding first and second adjustment values or any values that are selected based on comparison of state of charge and threshold values. Indeed, nothing in the lengthy passage

cited by the Examiner remotely suggests these claim limitations. Accordingly, the rejection of claim 3 must be withdrawn.

**3. Claim 4 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 4. Claim 4 recites that "the first adjustment value is greater than the second adjustment value." As discussed in the previous section, the Examiner did not point with particularity to a first adjustment value or a second adjustment value in Aoki '152. Moreover, Aoki '152 does not recite a first adjustment value that is greater than the second adjustment value. The passages cited by the Examiner do not remotely disclose these limitations. Furthermore, the Examiner's conclusory statement that "there are multiple adjustment values dealing with the battery " without any examples or support is insufficient to establish a proper rejection (see final Office Action, page 7). It is unclear what constitutes these "multiple adjustment values" since they have not been defined by Examiner. Moreover, the mere possibility that some value may exist is an improper basis for establishing a rejection based on inherency. Thus, a *prima facie* case has not been established and this rejection must be withdrawn.

**4. Claim 5 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 5. Claim 5 recites that "the first adjustment value is a constant based on the maximum output torque level." Aoki '152 does not disclose a first adjustment value that is a constant based on the maximum output torque level. As previously discussed, the Examiner did not point with particularity to any element of Aoki '152 as being a first adjustment value. Moreover, the passages cited by the Examiner do not disclose any adjustment value that is based on a maximum output torque level of a primary power source (indeed, there is no disclosure of maximum output

torque value as discussed under claim 1 above), let alone an adjustment value that is also a constant. Thus, a *prima facie* case has not been established and this rejection must be withdrawn.

**5. Claim 6 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 6. Claim 6 recites that "the second adjustment value is based on the maximum output torque level and the state of charge." Aoki '152 does not recite a second adjustment value that is based on the maximum output torque level and the state of charge. As previously discussed, the Examiner did not point with particularity to any element of Aoki '152 as being a second adjustment value. Moreover, the passages cited by the Examiner do not disclose any value that is based on a maximum output torque level of a primary power source and a state of charge. Thus, a *prima facie* case has not been established and this rejection must be withdrawn.

**6. Claim 7 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 7. Claim 7 recites that "the second adjustment value decreases linearly as the state of charge increases." Aoki '152 does not recite a second adjustment value that decreases linearly as the state of charge increases. As previously discussed, the Examiner did not point with particularity to any element of Aoki '152 as being a second adjustment value. Moreover, Aoki '152 is silent regarding any value that decreases linearly as the state of charge increases. Furthermore, there is absolutely no support for the Examiner's contention on page 4 of the final Office Action that the "linear" term is disclosed since Aoki '152 does not disclose any adjustment value, let alone any manner in which an adjustment value changes. For these reasons, a *prima facie* case has not been established and this rejection must be withdrawn.

**7. Claim 15 Is Separately Patentable Under
35 U.S.C. § 102(e) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 15. Aoki '152 does not disclose a charge torque modifier value. In addition, Aoki '152 does not expressly or implicitly disclose the expression recited in claim 15. Moreover, the figures and passages cited by the Examiner simply do not disclose any portion of the expression of claim 15. A *prima facie* case has not been established and the rejection of this claim must be withdrawn.

**B. Claims 8 and 16-20 Are Patentable Under 35 U.S.C. § 103(a)
Over U.S. Patent No. 6,960,152**

Claims 8 and 16-20 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Aoki '152. Claim 8 depends on claim 1. Claim 16 depends on claim 13. Therefore, Applicants believe the rejection of these claims must be reversed for the reasons previously discussed.

A *prima facie* case has not been established for the rejection of claim 17. Claim 17 recites a method of controlling charging of a power source of a hybrid electric vehicle. The method comprises "determining a maximum output torque level of the primary power source; determining a state of charge of the secondary power source; comparing the state of charge to a threshold value; selecting an adjustment value; determining a charge torque modifier value based on the adjustment value and an actual output torque of the primary power source expressed as a percentage of the maximum output torque level; determining a target torque level for the electrical machine based on the charge torque modifier value; and driving the electrical machine at the target torque level with the primary power source to charge the secondary power source; wherein when the state of charge exceeds a threshold value the target torque level decreases linearly as the output torque of the primary power source increases to provide a consistent level of vehicle acceleration as the accelerator pedal is actuated."

Aoki '152 does not disclose or remotely suggest a method of controlling charging of a power source of a hybrid electric vehicle as recited in claim 17.

At the outset, Applicants note that the Examiner did not point with particularity to any portion of Aoki '152 as being a maximum output torque level, a threshold value, an adjustment value, a charge torque modifier value, or a target torque level as recited in claim 13. Rather, the Examiner generically referenced multiple paragraphs of Aoki '152 and its figures without identifying specific claim elements. These omissions leave questions as to how limitations in the claims correspond to features in the prior art. Applicants therefore invoke the requirements of MPEP §1207.02, which requires that the Examiner's Answer point out where all of the specific limitations recited in the rejected claims are found in the prior art relied upon in the rejection.

In the Office Action, the Examiner referenced the arguments for claims 1-7, 8, and 13 (see Office Action, page 5). Applicants therefore state that the arguments presented above with respect to claims 1-7, 8, and 13 are also applicable to any identical limitations in claim 17.

In addition, claim 17 contains many limitations that are not recited in claims 1-7, 8 and 13. For example, Aoki '152 does not disclose or suggest that "when the state of charge exceeds a threshold value the target torque level decreases linearly as the output torque of the primary power source increases to provide a consistent level of vehicle acceleration as the accelerator pedal is actuated." In the final Office Action, the Examiner looked to column 1 line 51 through column 2 lines 63 for support. To summarize, this passage merely states that engine torque is adjusted and reduced when necessary so excess engine torque is not transmitted to a drive wheel. There is absolutely no suggestion or disclosure of any relationship to charging of a power source, a state of charge, an accelerator pedal, or a consistent level of vehicle acceleration as the accelerator pedal is actuated.

Moreover, Aoki '152 does not disclose or suggest any linear decrease in a target torque level when a state of charge exceeds a threshold value. Rather, Aoki '152 merely states that "the engine control processing mechanism sets the limited engine target torque TE_{η}^* as the engine target torque TE^* and drive the engine 11" (see column 30, lines 7-9). In other words, Aoki '152 discloses calculation of a limited engine target torque value, which is not a target torque level "for an electrical machine" as recited in claim 17. Indeed, there is no disclosure or suggestion in Aoki '152 of any linear decrease a target torque level of an electrical machine, let alone one based on comparison of a state of charge to a threshold value or as output torque of a primary power source increases.

For these reasons, a *prima facie* case has not been established for the rejection of claim 17 and Applicants request that this rejection be withdrawn. Since claims 18-20 depend on claim 17, the rejection of these claims must be withdrawn for the same reasons.

**1. Claims 18 and 19 Are Separately Patentable Under
35 U.S.C. § 103(a) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 18 and 19. In the final Office Action, the Examiner referenced the rejections of claims 3-6 to support the rejection of these claims (see final Office Action, page 6). The limitations of claims 3-6 are not identical to claims 18 and 19. For example, claim 18 recites a "charge torque modifier value" while claim 4 recites "a first adjustment value" and claim 19 recites "selecting an adjustment value" while claim 3 recites "determining a charge torque modifier value." The Examiner has admitted that claims 3-6 are not identical to claims 18 and 19 but has arbitrarily ignored these differences by improperly stating that supposedly similar subject matter is all that is needed to make a rejection (see final Office Action, page 9). In any event, Aoki '152 simply does not disclose or suggest these claim limitations.

Moreover, the Examiner has not pointed with particularity to any portion of Aoki '152 to support the rejection of these claims. Instead, the Examiner ambiguously referenced "the citations provided in previous rejections of the related claims." Frankly, Applicants have no idea what is considered a "related claim" or which of the approximately 40 passages and Figures cited in the final Office Action the Examiner is attempting to reference. Applicants therefore invoke the requirements of MPEP §1207.02, which requires that the Examiner's Answer point out where all of the specific limitations recited in the rejected claims are found in the prior art relied upon in the rejection.

**2. Claim 20 Is Separately Patentable Under
35 U.S.C. § 103(a) Over U.S. Patent No. 6,960,152**

A *prima facie* case has not been established for the rejection of claim 20. Claim 20 recites that "the first adjustment value is greater than the second adjustment value." Aoki '152 does not disclose or suggest a first adjustment value that is greater than the second adjustment value. Indeed, there is no disclosure of first and second adjustment values as claimed, let alone a first adjustment value that is greater than a second adjustment value. Moreover, the passages cited by the Examiner do not remotely disclose or suggest these limitations. Furthermore, the Examiner's conclusory statement that "there are multiple adjustment values dealing with the battery " without more is insufficient to establish a proper rejection (see final Office Action, page 7). It is unclear what constitutes these "multiple adjustment values" since they have not been defined by Examiner. Moreover, the mere possibility such a value may exist is an improper basis for establishing a rejection based on inherency. Thus, a *prima facie* case has not been established and this rejection must be withdrawn.

CONCLUSION

The cited references do not disclose or suggest all the limitations recited in claims 1-20. Therefore, the final rejection of these claims should be reversed. The fee of \$510.00 as applicable under the provisions of 37 C.F.R. § 41.20(b)(2) is enclosed. Please charge any additional fee or credit any overpayment in connection with this filing to our Deposit Account No. 02-3978.

Respectfully submitted,

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Enclosure - Appendices

VIII. CLAIMS APPENDIX

1. A method of controlling charging of a power source of a hybrid vehicle, the hybrid vehicle comprising a set of power sources including a primary power source and at least one secondary power source, and an electrical machine adapted to be driven by at least one member of the set of power sources, the method comprising:

determining a maximum output torque level of the primary power source;

determining a state of charge of the secondary power source;

determining a charge torque modifier value based on the maximum output torque level and the state of charge;

determining a target torque level for the electrical machine based on the charge torque modifier value; and

driving the electrical machine at the target torque level with the primary power source to charge the secondary power source.

2. The method of claim 1 wherein the step of determining the maximum output torque level further includes determining whether the primary power source is providing output torque.

3. The method of claim 1 wherein the step of determining the charge torque modifier value further comprises comparing a state of charge of the secondary power source to a threshold value and selecting a first adjustment value if the state of charge is less than the threshold value and selecting a second adjustment value if the state of charge is not less than the threshold value.

4. The method of claim 3 wherein the first adjustment value is greater than the second adjustment value.

5. The method of claim 3 wherein the first adjustment value is a constant based on the maximum output torque level.

6. The method of claim 3 wherein the second adjustment value is based on the maximum output torque level and the state of charge.

7. The method of claim 3 wherein the second adjustment value decreases linearly as the state of charge increases.

8. The method of claim 3 wherein the step of determining a charge torque modifier value is based on the state of charge and an actual output torque of the primary power source expressed as a percentage of the maximum output torque level.

9. The method of claim 1 wherein the primary power source is an internal combustion engine.

10. The method of claim 1 wherein the at least one secondary power source is a battery.

11. The method of claim 1 wherein the electrical machine is a starter-alternator.

12. The method of claim 1 wherein the electrical machine is a motor-generator.

13. A method for controlling charging of a power source of a hybrid electric vehicle, the hybrid electric vehicle including the power source, an engine, and an electrical

machine selectively coupled to the engine and adapted to charge the power source, the method comprising:

- determining whether the engine is running;
 - determining whether the electrical machine is being driven by the engine and is charging the power source;
 - determining a maximum output torque level of the engine;
 - comparing a state of charge of the power source to a threshold value;
 - selecting an adjustment value based on an amount of torque available to charge the power source;
 - calculating a charge torque modifier value based on the adjustment value;
 - determining a target torque level for the electrical machine based on the charge torque modifier value; and
 - driving the electrical machine at the target torque level with the engine to charge the power source;
- wherein the charge torque modifier value is a constant if the state of charge is less than the threshold value and the charge torque modifier value decreases as the state of charge increases if the state of charge is greater than the threshold value.

14. The method of claim 13 wherein the charge torque modifier decreases linearly as the state of charge increases if the state of charge is greater than the threshold value.

15. The method of claim 13 wherein the charge torque modifier value is determined as a function of the expression:

$$\text{Torque}_{\text{Max}\%} * \text{Adjust}$$

where:

$\text{Torque}_{\text{Max}\%}$ is the maximum output torque level of the engine expressed as a percentage, and

Adjust is the adjustment value selected.

16. The method of claim 15 wherein the maximum output torque level of the engine expressed as a percentage ($\text{Torque}_{\text{Max}\%}$) is determined as a function of the expression:

$$(\text{Torque}_{\text{Max}} - \text{Torque}_{\text{Actual}}) / \text{Torque}_{\text{Max}}$$

where:

$\text{Torque}_{\text{Max}}$ is the maximum output torque level of the engine, and

$\text{Torque}_{\text{Actual}}$ is the current output torque of the engine.

17. A method of controlling charging of a power source of a hybrid electric vehicle, the hybrid electric vehicle comprising a primary power source, a secondary power source, an electrical machine adapted to be driven by the primary or secondary power sources, and an accelerator pedal, the method comprising:

determining a maximum output torque level of the primary power source;

determining a state of charge of the secondary power source;

comparing the state of charge to a threshold value;

selecting an adjustment value;

determining a charge torque modifier value based on the adjustment value and an actual output torque of the primary power source expressed as a percentage of the maximum output torque level;

determining a target torque level for the electrical machine based on the charge torque modifier value; and

driving the electrical machine at the target torque level with the primary power source to charge the secondary power source;

wherein when the state of charge exceeds a threshold value the target torque level decreases linearly as the output torque of the primary power source increases to provide a consistent level of vehicle acceleration as the accelerator pedal is actuated.

18. The method of claim 17 wherein the charge torque modifier value is a constant if the state of charge is less than the threshold value.

19. The method of claim 17 wherein the step of selecting an adjustment value further comprises selecting a first adjustment value if the state of charge is less than the threshold value and selecting a second adjustment value if the state of charge is not less than the threshold value.

20. The method of claim 19 wherein the first adjustment value is greater than the second adjustment value.

IX. EVIDENCE APPENDIX

None

X. RELATED PROCEEDINGS APPENDIX

None